

RESOLUTION OF BOSTON REDEVELOPMENT AUTHORITY APPROVING
AMENDMENT TO DOWNTOWN WATERFRONT-FANEUIL HALL URBAN RENEWAL
PLAN, NO. MASS. R-77

WHEREAS the Clinton Street entrance ramp to the southbound Central Artery is located within the area covered by the Downtown Waterfront-Faneuil Hall Urban Renewal Plan; and

WHEREAS it is desirable to demolish and remove said ramp and it is the Authority's opinion that this demolition and removal is consistent with the goals and objectives of the Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT THAT:

The Downtown Waterfront-Faneuil Hall Urban Renewal Plan be and it hereby is modified and amended by adding on page 21 a footnote 12 to Site Designation "E-8" in the "Table of Land Use and Building Requirements," said footnote 12 to state: "Clinton Street entrance ramp to the southbound Central Artery to be demolished and removed."

7

June 19, 1969

MEMORANDUM

TO: Boston Redevelopment Authority

FROM: Hale Champion, Director

SUBJECT: Waterfront Project, Mass. R-77
Disposition - Parcel E-8 Parking Garage

- SUMMARY:
- (1) Authorization to execute Agreement with Department of Public Works for removal of ramp;
 - (2) Approval of a provision in the Land Disposition Agreement, whereby the Redeveloper would pay 10% of the cost of the ramp removal
 - (3) Minor change to the Waterfront Urban Renewal Plan; and
 - (4) Approval of Schematic Plans
-

In May, 1967, Max Coffman and Samuel Coffman were designated developers of Parcel E-8 in the Waterfront. (See attached map.)

Immediately adjacent to Parcel E-8 is the Clinton Street entrance ramp to the Central Artery. The Massachusetts Department of Public Works (DPW) has been planning on removing this ramp sometime in the future, as it is a safety hazard. Traffic counts indicate there are relatively few cars using the ramp. The BRA Transportation Department and the City Traffic Department are satisfied that traffic circulation will not be adversely affected by removal of the ramp. The Federal Bureau of Public Roads has informally agreed to pay 90% of the cost of ramp demolition. Since the developers of E-8 can enlarge their parcel and design a more efficient and more attractive garage if the ramp is removed, they have agreed to pay the other 10%. The DPW wants an agreement with the BRA under which the BRA will guarantee 10% of the cost. The proposed LDA in turn requires the developers to provide the 10%. With the exception of the provisions relative to the ramp removal, the LDA is substantially the same as approved in December, 1967. Once the agreement with the DPW is executed and BRA has the 10% deposit from the developers, the DPW will seek formal approval from the Bureau of Public Roads and will proceed with the ramp demolition.

HUD has requested that the Urban Renewal Plan be amended, to reflect the removal of the ramp.

The developers have submitted their schematic plans for the garage, which have been reviewed and approved by the staff. The garage will have a capacity of about 600 cars. Some of the spaces on the first floor will be converted to retail use when rehabilitation of the Faneuil Hall Markets area is completed.

Appropriate votes approving the agreement with the DPW, the provision in the LDA respecting the ramp removal and the schematic plans, and a resolution amending the Plan, follow:

Vote #1

VOTED: That the Director hereby is authorized, in the name and behalf of the Boston Redevelopment Authority, to execute and deliver an Agreement with the Commonwealth of Massachusetts, Department of Public Works, respecting the demolition and removal of the Clinton Street entrance ramp to the southbound Central Artery, providing that the Authority will provide 10 percent of the cost of said demolition and removal.

Vote #2

VOTED: That the Land Disposition Agreement respecting Parcel E-8 in the Downtown Waterfront-Faneuil Hall Urban Renewal Project Area, the execution and delivery of which was authorized December 21, 1967, shall provide for the Redeveloper to pay to the Authority 10 percent of the cost of the demolition and removal of the Clinton Street entrance ramp to the southbound Central Artery.

Vote #3

VOTED: That the plans, prepared by Samuel Glaser Associates, dated June 16, 1969, submitted by Max Coffman and Samuel Coffman, for the development of Parcel E-8 in the Downtown Waterfront-Faneuil Hall Urban Renewal Project Area, are hereby approved as the "Schematic Plans".

